

From: [Browning, Wayne C \(FAA\)](#)
To: [Brian Rayner](#)
Cc: [King, Gregory \(FAA\)](#)
Subject: Fwd: Pilot statement David N Pattie
Date: Friday, March 8, 2024 12:08:19 PM

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Wayne C Browning
Aviation Safety Inspector
Tampa FSDO AFG-TPA-FSDO-35
[REDACTED]
Office # [REDACTED]

From: David Neil Pattie [REDACTED] >
Sent: Tuesday, March 5, 2024 3:46 PM
To: Browning, Wayne C (FAA) [REDACTED]
Subject: Pilot statement David N Pattie

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

On the afternoon of March 2 2024 I David N Pattie was heading to KZPH from KBTOW. It was an ordinary uneventful flight with good weather. The winds were out of the east south at approx 10 knots. My hanger is next to runway 5 and 23 fbo intersection and I decided to join down wind for runway 23. There were several airplanes in the traffic pattern with the majority using runway 19 which is usually mostly utilized by the jump center. Because of the traffic I decided to do a wider than normal entry to down wind base and final and also maintained higher than normal altitude to try and remain clear of traffic. Before entering base from down wind my traffic avoidance equipment alerted to me an imminent traffic threat which I identified directly below me and no more than 500 feet off my nose a high wing Cessna. We communicated and both acknowledged our position so I continued by downwind and began to turn base. At this point I believed I am clear of traffic and begin to prepare for landing. I set my mixtures and props and began my wide base to final approach for runway 23. At this point right as I engaged my aux fuel boost pumps traffic imminent began blaring across my head set and I immediately began looking for traffic. As the pa 34 200 is a low wing airplane and the plane below me approaching runway 19 was a high wing it was very concerning to me that neither of us had each other in site. I continued scanning for traffic and maintaining a higher than normal approach until I had passed the threshold for runway 19 neglecting cross checking my pre landing checklist as I was far more distracted with traffic avoidance than I realized in the moment, where my focus was solely on fling the airplane into runway 23 with a very manageable yet strong crosswind. The landing was perfect until my left propeller made contact with the runway shortly followed by the right. The traffic distractions associated with higher than normal approach altitude and cross wind all contributed to the mistake that was made in my opinion and I should have aborted the landing after the second traffic alert and restarted my pre landing checklist

and re entered the traffic pattern.